



Caltrans



Traversable Highways

A Report on the Status of State Highway Routes

Traversable on Facilities Maintained by Others

December 31, 1996

Prepared by the Division of Highways

Report No. 13

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PREFACE

The purpose of this report is to summarize the status of traversable highways not maintained by the State. This summary may assist the Department managers to develop future recommendations on the composition of the State highway system.

Due to the minor changes in the system mileage in recent years, this report has not been printed on an annual basis. However, according to Deputy Directive #37 (previously Policy and Procedure P78-4) the Districts are required to transmit annually to Headquarters any changes to the system.

The total maintained mileage in 1996 was 15,184 miles, as shown on the table on page 2. Since the November 1986 report, the Department assumed maintenance of Route 274 in District 11 on July 14, 1989. Also, portions of Route 187 and Route 72 in District 7 were deleted along with all of Route 141 in District 10. District 4 has assumed maintenance of 17.7 miles of Route 85 and 5.2 miles of Route 87 in San Jose. Route 480 in San Francisco was removed from the State Highway system by legislation. In District 12 a new portion of Route 73 was opened as a toll facility.

The Office of Highway System Engineering maintains the records from which the data was drawn. Staff work for this activity is funded out of the Highway Planning and Research program.

DEFINITIONS

From the California Vehicle Code:

360 "Highway" is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.

Highways includes Freeways and Expressways.

A "State Highway" is a highway defined under section 300 of the Streets and Highway Code and it is owned and operated by the State of California.

Dictionary Definition:

A "Traversable road" is a road that people can travel across or through or forward and backward over.

A Non-traversable road is a road that a person cannot travel directly from the beginning termini to the end termini because the road is not passable for any reason, including that the routing of the road may not have been determined and that the road may not have been built.

From the California Streets and Highways Code:

Traversable Highways

81. Except as is provided in Section 2109, whenever there exists between the termini of, and approximately on, any route included in the state highway system a traversable highway, the commission shall adopt the same as the state highway between such termini. The commission may adopt a portion of any such road if it determines that such portion is constructed to adequate standards and if such portion is contiguous to a portion of the state highway system presently being maintained by the department. If more than one such traversable highway exists, the commission shall determine and designate which of such highways shall constitute the state highway. The traversable highways thus selected and adopted shall be state highways in all respects the same as if originally constructed or acquired by the state, subject to all laws applicable to state highways. All acts and actions of the commission and the department with respect to the taking over and maintenance of such highways heretofore taken are hereby approved and ratified.

This definition as applied here also means that the road or highway is publicly owned but not by the state.

State Highway System; Criteria

The state highway system shall consist of the routes described in article 300.

"It is the intent of the Legislature, in enacting this article, that the routes of the state highway system serve the state's heavily traveled rural and urban corridors, that they connect the communities and regions of the state, and that they serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation."

A legislated route usually describes the location of the ends of the road and sometimes locations in between.

A route alignment is adopted by the CTC and this is called a Route adoption. Adoption papers describe the actual alignment on the ground for a state highway. Right of way acquisition with the obligations of ownership, liability, and maintenance by the California Department of Transportation usually come after route adoption through purchasing the land from private parties or execution of agreements, easements, or permits with other governmental agencies.

It is only after the state acquires the right of way or executes an agreement with another agency that the State will assume maintenance and operation of a facility. State maintenance or operation of a facility usually implies state ownership or rarely a maintenance agreement with contractual obligations exists for that facility.

Maintenance of State Highways

2109. State highways shall be maintained, constructed, and improved out of the moneys received in the State Highway Account under Section 2108. Notwithstanding Section 81, the department is not required to maintain any route, or portion of a route, added after January 1, 1947, until it has been laid out and constructed as a state highway.

For the purpose of this report a TRAVERSABLE HIGHWAY will mean a highway under the control of a government agency other than the State that meets the alignment, and all other related current highway standards applicable to the construction and assumption of maintenance and operation of a new highway by the State.

For the purpose of this report a TRAVERSABLE HIGHWAY is a local road that meets the description (in statute S&H Code) of a state highway, or a portion of a State highway not yet constructed. The Following apply:

- a. It is a local road or roads that meet the statutory description.
- b. It must meet state highway standards or must be able to be upgraded by local agencies to State highway standards.
- c. There are no plans or projects to construct a state highway.
- d. Caltrans and the local agency have discussed using the road as a traversable highway.
- e. Special case: Adopted but Caltrans has not yet assumed maintenance.

CHAPTER ONE

Introduction

This report summarizes the status of the State highways and roads not maintained by the State. The legislature has authorized 16,621 miles of roadways for inclusion in the State Highway System, where 15,184 miles are maintained by the State and 1,509 miles by others. The highways not maintained by the State are described as being traversable or non-traversable highways. Traversable highways are existing roads or streets maintained by local agencies that can accommodate travel between the termini set by legislation. The non-traversable highways are routes described in the statutes but a route alignment has not been agreed upon so they don't exist physically. Also, these routes are known as "paper" routes or unconstructed routes for which the general routing has not been determined. As shown in the table below, there are 840 miles of traversable roads and 669 miles of non-traversable highways.

STATE HIGHWAY SYSTEM MILEAGE

District	Maintained by the State	Not Maintained by the State			State Highway System Total
		Non Traversable	Traversable	Total Not Maintained	
1	944.6	0.0	160.3	160.3	1,004.9
2	1,731.2	0.0	24.5	24.5	1,755.7
3	1,511.1	113.7	48.0	161.7	1,672.8
4	1,422.1	42.6	168.1	210.7	1,632.8
5	1,160.1	11.2	50.0	61.2	1,221.3
6	2,028.3	127.9	39.7	167.6	2,195.9
7	1,164.4	58.0	173.6	231.6	1,395.0
8	1,907.0	65.0	5.5	70.5	1,977.5
9	739.6	68.0	3.5	71.5	810.1
10	1,320.0	103.7	69.6	173.3	1,523.3
11	991.3	41.8	33.3	75.1	1,066.4
12	264.2	37.2	64.1	101.3	365.5
TOTAL	15,183.9	669.1	840.2	1,509.3	16,693.2

The mileage shown in the table above is based on centerline miles of constructed and unconstructed highways as described in the statutes. In reality, the Department maintains an additional 240 miles of highways. These miles consist of relinquished routes that

local agencies are not willing to maintain or split routes where each direction of travel has its own centerline alignment and roadbed.

The Department may assume maintenance of an additional 43 miles of roadway in 1997. Only 86 miles out of the 1,509 miles not maintained by the State are candidates for California Transportation Commission (CTC) action. These roads are currently under construction or are proposed for future construction. Another 197 miles are being studied to determine if they could be constructed or improved to adequate standards or be developed into future candidates within the next ten years. There are no active plans for the remaining 1,184 miles because of economic or environmental reasons or the traffic demand associated with the State highway never materialized. The four categories shown in the table below are defined in Appendix B.

SYSTEM MILEAGE NOT MAINTAINED BY THE STATE

District	Possible Adoption & Assumption in 1997	Current & Proposed Construction	Studies	Nb Activity	TOTAL
1	0.0	0.0	25.3	135.0	160.3
2	0.0	0.0	0.0	24.5	24.5
3	0.0	10.4	59.1	92.2	161.7
4	0.0	4.7	46.6	159.4	210.4
5	0.0	0.0	0.0	61.2	61.2
6	0.0	0.0	0.0	167.6	167.6
7	1.6	10.7	23.0	196.3	231.6
8	0.0	0.0	0.0	70.5	70.5
9	0.0	0.0	0.0	71.5	71.5
10	0.0	0.0	8.3	165.0	173.3
11	8.1	25.5	10.0	31.5	75.1
12	33.3	34.8	24.2	9.0	96.2
TOTAL	43.0	86.1	196.5	1,183.7	1,509.3

This Report shows the legal requirements, current practice, and policies for the assumption of maintenance of traversable highways. Also the report focuses on traversable highways that are under consideration for improvement. Then it discusses: the potential for adoption of roads into the State highway system and the assumption of ownership and maintenance during the 1997 calendar year,

current and proposed construction, roads that are under study, and changes in the composition of the State highway system. Finally, the Report provides appendices and a map showing the locations of highways not maintained by the State.

CHAPTER TWO

Legal Requirements, Current Practices, and Current Policy

Legal Requirements

The Legislature begins the process to incorporate a route into the State highway system by enacting a statute which describes the route's termini and intermediate points. An existing road, under the jurisdiction of a local agency, may fit the route description, either wholly or in part. In the statutes, such existing local roads are referred to as traversable highways.

After the Legislature and governor enacts a statute, the Department makes a recommendation to the California Transportation Commission that either a highway be built at a specific location or that an adequate traversable highway be adopted as the state highway.

The Commission must adopt as the state highway an adequate traversable highway which fits the entire statutory route description.

The Commission may adopt as a portion of the state highway, a traversable highway, which fits a portion of the statutory route description and connects to a state highway that the Department already maintains.

The Department must maintain and improve all state highways, including traversable highways that the Commission has adopted into the State highway system. However, the Department interprets the statutes and is not required to maintain an existing local road which fits the description of any route or portion of a route added to the State highway system after January 1, 1947, until the local road has been constructed to satisfy the state highway traffic requirements.

Appendix C lists applicable sections of the Streets and Highways Code which relate to traversable highways, including assumption of maintenance of such highways.

Current Practice

The Department's current practice, as included in Deputy Directive #37, requires each District to submit an annual status report on Traversable Highways to the Division of Highway System Engineering. (A copy of DD #37 is included in this Report as Appendix D.) In their report, each District prioritizes traversable highways according to the likelihood of the State assuming maintenance. Finally the Transportation System Information Program, Office of Highways System Engineering prepares a summary report of Traversable Highways for general distribution.

Current Policy

Currently, the Department waits for the local agency to request the State assumption of ownership and maintenance of an adequate traversable highway. Usually, the improvement project needed to bring a road to State highway standards would not have enough priority to qualify for State funding so the local agencies correct the deficiencies. If non state government agencies request the Department to assume maintenance of a facility that meets State standards the Department will recommend that the Commission adopt the route. However, the Department will not recommend that the Commission adopt a facility which fits only a portion of a route description unless that facility: serves as a connector to a State highway, functions as a state highway, or serves as an appropriate and usable link in the authorized State highway system and is up to State standards in all other regards.

CHAPTER THREE

Traversable Highways: Proposed Adoption and Assumption of Maintenance

The Department interprets the sections of the Streets and Highways Code which relate to traversable highways as follows.

When a traversable highway extends over an entire route and is constructed as a State highway, the California Transportation Commission must adopt the constructed facility and the Department must maintain it with funds from the State Highway Account. The traversable highway may be adopted when it: is included as a portion of a route, is constructed to adequate standards, or is connected to a maintained State highway. An existing facility is considered adequate when it provides an acceptable level of service and does not require improvements for ten years.

When a local agency asks the State to assume maintenance of an adequate, ~~entire route~~, the Department is obligated by law to recommend the Commission adoption.^b There must be some benefit to the State highway system or to State highway operations before a recommendation is given. There have been years when the Department did not recommend adoption of any traversable highways to the Commission. However, the Department may assume maintenance of the following 43.0 miles of highway.

<u>Map No.</u>		<u>Description</u>	<u>Miles</u>
7-1	7-LA-710	Gerald Desmond Bridge. From Ocean Blvd. to Route 1 Harbor Scenic Drive.	1.6
11-2a	11-SD-54	From Route 111 to Route 10 Riverside Co. constructed a route in 1986.	2.7
11-6	11-SD-905	From 0.5 miles east of Route 805 to Route 125.	4.2
11-13a	11-IMP-7	From International Border near Calexico to Route 98.	1.2
12-3	12-ORA-73	From Route 405 to Route 5	14.8
12-6c	12-ORA-241	From Portola Pkwy IC to Antonio Parkway/Route 241 IC	7.5
12-11	12-ORA-91	From Riverside County line to Route 91/Route 55 IC.	11.0
TOTAL			43.0

CHAPTER FOUR

Traversable Highways: Current and Proposed Construction

Either the Department or local authorities plan to improve 86.1 miles of traversable highways. Some of these improvements are underway; others are included in capital budgets, such as the STIP and the HSOPP. The following is a list of these projects.

<u>Map No.</u>			<u>Miles</u>
3-5	3-Yol-128	From Route 505 to Route 113 The County anticipates reconstruction.	10.4
4-12	4-SCI-87	From Taylor Street to Route 101	3.1
4-22	4-MRN-251	From Route 101 to Route 580	1.6
7-1a	7-LA-710	From Terminal Island Freeway to Harbor Scenic Dr.	1.9
7-5a	7-LA-47	From Vincent Thomas Bridge to Route 103.	1.2
7-6a	7-LA-47	From Route 103 to Route 91.	7.6
11-1a	11-SD-52	From Mission Gorge Road to Route 125.	1.2
11-2b	11-SD-54	From 0.6 miles east of Briarwood to proposed Jct. Route 125 (PM 6.3).	0.9
11-3a	11-SD-56	From 0.5 miles east of Carmel Country Drive (PM 2.3) to 0.4 miles west of Salmon River Road (PM 7.2).	4.9
11-7a	11-SD-125	From Route 905 to Route 54	11.2

<u>Map No.</u>		<u>Miles</u>
11-7b 11-SD-125	From Route 54 to Route 94	4.4
11-8a 11-SD-125	From Fletcher Parkway to Navajo Rd.	1.8
11-8c 11-SD-125	From Grossmont College Dr. to Mission Gorge Road (Route 52).	1.1
12-5 12-OR-133	From Route 133/241 IC to Route 5/133 IC.	3.3
12-6a 12-OR-241	From Route 91/241 IC to Route 261/241 IC.	6.5
12-6b 12-OR-241	From Route 261/241 IC to Portal Parkway IC.	7.4
12-6d 12-OR-241	From Antonio 8 Parkway/Route 241 IC to Oso Parkway /Route 241 IC.	3.4
12-8 12-OR-1	From Copper Lantern Street to Blue Lanters Street.	1.2
12-10a 12-OR-261	From Route 241/261 IC to Walnut Avenue.	6.1
12-10b 12-OR-261	From Walnut Avenue/Route 261 IC to Route 5/261 IC.	6.9
TOTAL		86.1

CHAPTER FIVE

Local Highways: Studies

The Department or local authorities plan to study 196.5 miles of routes. Some of these studies are underway; others will be conducted in the future. The following is a list of highway projects to be studied.

<u>Map No.</u>			<u>Miles</u>
1 - 3	1-Men-162	From 5 miles east of Covelo to Glenn County line. (Mendocino Pass Road, Forest Highway 7).	25.3
3 - 2	3-Yub-65 Sut	From Route 70 near Marysville to Route 99 near Yuba City The District is conducting a Route Adoption Study.	5.3
3 - 4	3-Sac-102 Pla	From Route 5 to Route 80 near Auburn CTC authorized Corridor Studies.	37.5
3 - 7	3-Sac-148	From Route 5 to Route 65 (general routing not determined). A Route Adoption Study is anticipated with a late 1991 start date.	16.3
4 - 6	4-Ala-61	From Route 84 to Route 112 and Route 260 to Route 880 (No traversable highway) Engineering and environmental studies are underway.	24.3
4 - 10	4-Ala-84	From Route 580 to Route 4 (Vasco Rd., Walnut Blvd.) A corridor study is being conducted.	14.7
4 - 18	4-SM-84	From Route 101 at Woodside Road to Marsh Road.	1.9

<u>Map No</u>			<u>Miles</u>
7-2	7-LA-710	From Valley Blvd. to Columbia St. (Fremont Ave., Fair Oaks Ave., Orange Grove) Subject of special legislation AB 1623 Mar 6, 1982 allows freeway construction without a cooperative agreement. FHWA and Caltrans are preparing the FEIS.	3.5
7-4	7-LA-39	From Orange County line to Route 10 R/W recommends deletion from the State highway system.	10.9
7-6f	7-LA-47	From Lomita Boulevard to Route 91 Subject of special legislation AB 3375. (Port of Los Angeles Demonstration Project).	8.6
10-2	10-Ama-104	From Route 49 to Route 88. Amador County Transportation is beginning preliminary planning studies.	8.3
11-1b&c	11-SD-52	From Route 125 to Route 67.	3.0
11-8b	11-SD-125	From Navajo Road to Grossmont College Dr. Design in progress.	1.5
11-13b	11-IMP-7	From Route 89 to Route 8.	5.5
12-2b	12-ORA-1	From Route 405 to Route 5/22/57 IC.	8.0
12-6e	12-ORA-241	Oso Parkway/Route 241 IC to Route 5/241 IC near San Clemente	16.2
TOTAL			196.5

CHAPTER SIX

Composition of the State Highway System

The Legislature first created a State highway in 1895 by acquiring the Placerville-Lake Tahoe Toll Road. Other State highways were located in the mountainous regions of the state where county roads were acquired or when new roads were constructed.

The State highway system was established when the Legislature approved the State Highway Act on March 22, 1909. In 1910, the people approved the Act, which included an \$18 million bond issue. By 1917, there were about 550 miles in the State highway system and in 1920 the system included 6,400 miles. The state highway system has developed over the years to its present 16,719.9 miles. The following table shows the system mileage at specific points in time with maintained and non maintained miles.

STATE HIGHWAY SYSTEM MAINTAINED AND NON MAINTAINED MILES

Year <u>Ending</u>	Total System <u>Miles</u>	Maintained <u>Miles</u>	Non maintained <u>Miles</u>
1920	6,400	3,298	3,102
1931	7,657	7,108	549
1933	13,869	13,528	341
1954	14,314	13,769	545
1959	16,326	14,028	2,298
1970	16,661	14,567	2,094
1978	16,700	15,232	1,468
1979	16,689	15,229	1,460
1980	16,676	15,211	1,465
1981	16,631	15,201	1,430
1982	16,629	15,201	1,428
1985	16,695	15,214	1,481
1987	16,695	15,214	1,481
1989	16,713	15,170	1,543
1990	16,716	15,170	1,546
1991	16,720	15,163	1,557
1992	16,704	15,170	1,534
1993	16,722	15,167	1,556
1994	16,753	15,193	1,560
1996	16,693	15,184	1,509

Source: Biennial Reports, Division of Highways (Prior to 1948)
Annual Reports, Division of Highways (1948 and later)
Highway System Engineering Branch Data

The large increase in 1933 was due to incorporating some county roads into the State highway system and extending State highways into and through cities. Another substantial increase occurred in 1959 when the Freeway and Expressway System was created.

APPENDIX A

STATE HIGHWAY ROUTES

NOT YET MAINTAINED

BY THE STATE

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM
1 - 1	Men & Hum	211	Is from: Route 1 near Rockport to Route 101 near Ferndridge. From Mendocino County Line to Ferndale (Chemise Mountain Road, Kings Peak Road, Wilder Ridge Road, Mattole Road).	4	73.2	1934
1 - 2	Men	211	From SR-1 to Humboldt County line (Usal Rd.).	4	29.6	1934

162 is from:
 (a) Route 101 near Longvale to Route 5 near Willows via the vicinity of Covelo and Mendocino Pass.
 (b) Route 5 near Willoos to Route 45.
 (c) Route 45 to Route 99 near Biggs.
 (d) Route 99 near Richevale to Route 70 near Oroville.
 (e) Route 70 near Oroville to Foreman Creek Road via the Bidwell Bar Bridge.
 From 5 miles east of Covelo to Glenn County line (Mendocino Pass Road, Forest Highway 7).

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	STATUS	YEAR OF ADOPTION	REMARKS
1 - 3	Men	162			3	25.3	1965	-	See Remarks
1 - 4	D N Hum	169	From Tervor Rifle Road to Wauteck Village (Primitive logging roads).	4	18.2	1920	-	No plans	Unknown
1 - 5	Lake	281	From Route 29 south of Lakeport to Route 29 southerly of Konocti Bay and via the vicinity of Soda Bay. (Soda Bay Road).	4	14.0	1970	-	See remarks	Unknown

169 is from: Route 101 near Klamath to Route 96 near Weitchpec. Notwithstanding the provisions of Section 81 of this code, the department may maintain a traversable highway located in portions of the area between the termini of and approximately on this route even though the highway is not continuous. Primitive logging roads - unsuitable for use as a state highway. No recommendation.

See Map Item No. 3-B.

160.3 is from: Route 29 south of Lakeport to Route 29 southerly of Konocti Bay and via the vicinity of Soda Bay. (Soda Bay Road).

Improvement of existing road to state standards is planned for distant future by the county (PM 13.2-14.0). No recommendation.

**TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS**

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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36 is from:

(a) Route 101 near Allon to Route 395 near Johnsonville passing near Forest Glen via Red Bluff and Mineral, via the vicinity of Morgan Summit, and via Susanville.
 (b) Route 139 north of Susanville to Route 395 near Temo.

2 - 1 Las 36 From SR-139 north of Susanville to US-395 near Temo. (South Grasshopper Road, Westside Road, and Fillman Road).

285 is from: Route 70 on West Street in Portola northwesterly to the north city limits, then to Lake Davis via Humbug Canyon, and then easterly to Grizzly Reservoir via the south shore of the lake.

2 - 2 Plu 285 From SR-70 in Portola to Lake Davis, (West St. in Portola and via Humbug Canyon.)

4 7.5 1970 -- No plans Unknown 4.8 miles from Portola were constructed in 1972 (22' traveled way, 3' shoulders, 6" base, and 2" asphaltic concrete). There are problems with right of way and drainage. The road was not constructed to State standards.

Total

24.5

A - 3

TRAVERSABLE HIGHWAYS

			NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
65 is from:									
			(a) Route 99 near Bakersfield to Route 198 near Exeter. (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route. (c) Route 80 near Roseville to Route 70 near Marysville. (d) Route 70 near Marysville to Route 99 in or near Yuba City.						
3 - 1	Sac	65	From San Joaquin County line to SR-104 (No traversable highway).	4	6.0	1959	No plans	Unknown	No recommendation. See Map Item No. 10-1.
3 - 1	Sac	65	From SR-104 to Placer County Line (General routing not determined).	4	25.0	1986	No plans	Unknown	No recommendation.
3 - 1	Pla	65	From Sacramento County line to I-80 (No traversable highway).	4	3.9	1959	No plans	Unknown	No recommendation.
3 - 2	Yub Sut	65	From SR-70 near Marysville to SR-99 near Yuba City (No traversable highway).	3	5.3	1970	1970	See Remarks	Unknown
3 - 3			Map Item No. 3-3 eliminated.						A major bridge crossing the Feather River south of Yuba City and Marysville is required. District 3 has protected all at risk parcels through corridor preservation right of way purchase. Local agency proactive in R/W protection also.
3 - 4	Sac Pla	102	102 is from: Route 5 near Elkhorn to Route 80 near Auburn. From I-5 to Route I-80 near Auburn (General routing not determined) (No traversable highway).	3	37.5	1959	1959	See Remarks	Unknown

102 is from: Route 5 near Elkhorn to Route 80 near Auburn.

The CTC authorized a Feasibility Study in October 1998. The study was completed by Caltrans in February 1999.

In October 1991 the CTC authorized continued corridor studies, possibly leading to route adoption for SR-102. Budgetary and contracting out constraints have stalled this study.

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS					
MAP ITEM NO.	C.O.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	YEAR ADDED TO STATE HIGHWAY SYSTEM
				MILES	YEAR ADDED TO F&E SYSTEM

128 is from:

- (a) Route 1 near the mouth of the Navarro River to Route 101 near Cloverdale.
- (b) Route 101 to Route 29 in Calistoga.
- (c) Route 29 near Rutherford to Route 113 near Davis via Sage Canyon.

3 - 5 Yol 128 From I-505 to Route SR-113 (County Roads 32, 93A, and 31).

143 is from: Route 99 near Elk Grove to Route 244 near Carmichael.

3 - 6 Sac 143 From SR-99 to SR-244 (Grant Line Road, Bradshaw Road)
(No traversable highway).

148 is from:

- (a) Route 5 near Sacramento to Route 143 south of Route 16.
- (b) Route 143 south of Route 16 to Route 65.

3 - 7 Sac 148 From Route 5 to Route 99 (No traversable highway).

3 - 7 Sac 148 From Route 99 to Route 143 (Calvine Road) (General routing not determined).

3 - 7 Sac 148 From SR-143 to SR-65 (General routing not determined).

A two-mile section just east of I-505 needs to be reconstructed. Yolo County will improve the roadway as funds permit. The district recommends maintenance by the state be deferred until the road is constructed to State Highway Standards.

The Freeway route adoption was rescinded in 1975. Existing arterials approximating route are currently utilized. We recommend removal of the route from the State Highway System.

Freeway route adoption was rescinded 8/21/74. Preliminary plans by the City of Sacramento provide for an arterial street (Cosumnes River Parkway) within the route 148 alignment. This area is being built out precluding any new alignment. We recommend removal of the route from the State Highway System.

Freeway route adoption was rescinded 8/21/74. City included a short portion eastly of SR-99 in the above section. No plans on the balance of the route. This area is being built out precluding any new alignment. We recommend removal of the route from the State Highway System.

This area is being built out precluding any new alignment. We recommend removal of the route from the State Highway System.

TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS

MAP ITEM NO.	COUNTY	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	TO F&E SYSTEM	STATUS	YEAR OF ADOPTION	REMARKS
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162 is from:

- (a) Route 101 near Longvale to Route 5 near Willows via the vicinity of Covelo and Mendocino Pass.
- (b) Route 5 near Willows to Route 45.
- (c) Route 45 to Route 99 near Biggs.
- (d) Route 99 near Richvale to Route 70 near Oroville.
- (e) Route 70 near Oroville to Foreman Creek Road via the Bidwell Bar Bridge.

3 - 8 Ge 162 From Mendocino County line to Alder Springs (Mendocino Pass Road).

3 - 9 Ge 162 From Alder Springs to Junction County Roads 307 and 406 (Alder Springs Road).

353 657 4 13.3 1965 -- See remarks Unknown

353 657 4 13.3 1965 -- See remarks Unknown

See Map Item No. 1-3 and 3-9.

Mendocino Pass Road is primitive and unsuitable for use as a state highway.

See Map Item No. 1-3 and 3-9.

Alder Springs Road was improved in 1972 and repaired in 1978. Federal funds in the amount of \$4 million (\$2 million FY 1994/95 and \$2 million FY 1995/96) had been obligated from the Public Lands Highway Program to improve the preceding segment of SR 162 (from Mendocino County line to Alder Springs). However, upon deliberating with Glenn County the U.S. Forest Services has agreed to allow the \$4 million to be applied toward the improvement of this section of SR 162 which lies to the east of the Alder Springs instead of the previous section. This portion cannot be accepted into the State Highway System until it is brought up to State Highway Standards.

See Map Item No. 3-9.

244 is from: Route 80 to Auburn Boulevard in Carmichael.

3 - 10 Map Item No. 3-10 eliminated.

3 - 11 Pla Sac 256 Map Item No. 3-11 eliminated.

Total

166.0

Route 256 was removed from the State Highway System.

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS			
MAP ITEM NO.	CQ.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY
CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO FED SYSTEM

12 is from:

- (a) Route 1 near Valley Ford to Route 121 near Sonoma via Santa Rosa.
- (b) Route 29 in the vicinity of Napa to Route 80 near Cordeilla.
- (c) Route 80 near Fairfield to Route 99 near Lodi via Rio Vista.
- (d) Route 99 near Lodi to Route 88 near Lockeford.
- (e) Route 88 near Clements to Route 49 near San Andreas.

4 - 1	Son	12	From SR-1 to SR-116 (Valley Ford Road, Bodega Highway).	4	9.2	1959	1959	Inadequate No plan to improve within 5 years.	Unknown	About 1.3 miles were widened to 40 feet in 1975. The remaining portion is inadequate.
4 - 2	Ala	13	From SR-61 to I-580 (No traversable highway).	4	4.5	1959	1959	No plans	Unknown	4.3 miles were deleted from the F&E System effective 1/1/82. No recommendation.

251 is from:

- (a) Route 580 near Point San Quentin to Route 101 near Greenbrae.
- (b) Route 101 near San Rafael to Route 1 near Point Reyes Station.

4 - 3	Mrn	251	From SR-1 to US-101 near San Rafael (Petaluma Pt., Reyes Rd., Nicasono Valley Rd., Sir Francis Drake Blvd., Red Hill Ave., 4th St.)	4	22.9	1959	1959	Inadequate No plans for improvement.	Unknown	The existing road was not constructed to state standards.
4 - 4	CC	24	From I-680 to SR-4 near Antioch (Ygnacio Valley Road, Kirker Pass Road).	4	15.1	1959	1959	No plans See remarks	Unknown	Considered adequate in 1972, but local agencies have discouraged State adoption. Freeway route adoption (4.5 miles) was rescinded 4-16-75. No recommendation.

24 is from:

- (a) Route 580 in Oakland to Route 680 in Walnut Creek.
- (b) Route 680 in Walnut Creek to Route 4 near Pittsburg.

TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	YEAR ADDED	STATUS	YEAR OF ADOPTION	REMARKS
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37 is from:

(a) Route 251 near Nicasio to Route 101 near Novato.

(b) Route 101 near Novato to Route 80 near Lake Chabot via the vicinity of Sears Point and via the former Sears Point Toll Road.

4 - 5 Mrn 37 SR-251 to US-101 near Novato
 (Point Reyes-Petaluma Road,
 Novato Blvd.).

61 is from: Route 84 near Newark to Route 580 near Albany via the vicinity of San Leandro and Oakland International Airport and via Alameda.
 No portion of Route 61 shall be constructed as a freeway north of Hegenerberger Road.

4 - 6 Ala 61 From SR-84 to SR-112 and from SR-260 to I-880 (No traversable highway).

37 is from:
 (a) Route 251 near Nicasio to Route 101 near Novato.
 (b) Route 101 near Novato to Route 80 near Lake Chabot via the vicinity of Sears Point and via the former Sears Point Toll Road.

The existing road is in the vicinity of Novato Lake. The road is inadequate and in an unstable condition.

77 is from:

(a) Route 880 near 42nd Avenue to a connection with Route 580 near High Street in Oakland.
 (b) Route 580 in Oakland to Route 24 near Lafayette.

4 - 7 Ala CC 77 From north junction I-580 to Route 24 near Lafayette (Park Blvd., Shepard Canyon Road, and Moraga Rd.).

37 is from:
 (a) Route 251 near Nicasio to Route 101 near Novato.
 (b) Route 101 near Novato to Route 80 near Lake Chabot via the vicinity of Sears Point and via the former Sears Point Toll Road.

The existing road is in the vicinity of Novato Lake. The road is inadequate and in an unstable condition.

61 is from: Route 84 near Newark to Route 580 near Albany via the vicinity of San Leandro and Oakland International Airport and via Alameda.
 No portion of Route 61 shall be constructed as a freeway north of Hegenerberger Road.

The 1987 Federal Transportation Act included a demonstration project to improve access to Oakland International Airport and alleviate congestion on I-880. Study limits are from SR-237 to I-80 Bay Bridge. Engineering and environmental studies have been initiated that may lead to a route adoption in the corridor.

77 is from:
 (a) Route 880 near 42nd Avenue to a connection with Route 580 near High Street in Oakland.
 (b) Route 580 in Oakland to Route 24 near Lafayette.

The portion from I-580 to Route 93 (4.8 miles) was deleted from the F&E System in 1972, and the adopted freeway route was rescinded 7/18/74. The adopted freeway route from SR-93 to Route 24 was rescinded 7/17/75. The town of Moraga has negotiated to lease a portion of State-owned R/W for construction of a conventional highway can be accommodated within the rescinded alignment.

No Recommendation.

114 is from: Route 101 in East Palo Alto to Route 84.
 Map Item No. 4-9 eliminated.

No recommendation.

4 - 8 Ala 77 From East 14th St. in Oakland to south junction I-580 (42nd Ave., High St.).

The portion from I-580 to Route 93 (4.8 miles) was deleted from the F&E System in 1972, and the adopted freeway route was rescinded 7/18/74. The adopted freeway route from SR-93 to Route 24 was rescinded 7/17/75. The town of Moraga has negotiated to lease a portion of State-owned R/W for construction of a conventional highway can be accommodated within the rescinded alignment.

No Recommendation.

4 - 9 SCl SM 114 Map Item No. 4-9 eliminated.

TRAVERSABLE HIGHWAYS

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	NOT YET ADOPTED AS STATE HIGHWAYS				YEAR OF ADOPTION	REMARKS
				CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	TO F/E SYSTEM		

84 is from:

- (a) Route 1 near San Gregorio to Route 101 at Woodside Road in Redwood City.
- (b) Route 101 at Marsh Road in Menlo Park to Route 880.
- (c) Route 880 to Route 238.
- (d) Route 238 to Route 680 near Scots Corner via the vicinity of Sunol.
- (e) Route 680 near Scots Corner to Route 580 in Livermore.
- (f) Route 580 in Livermore to Route 4 near Brentwood.
- (g) Route 12 at Rio Vista to Route 80 near Bryte via Ryer Island.

4-10	Ala CC	84	From I-580 to Route 4 (Vasco Road, Walnut Blvd.).	3	14.7	1959	1959	Inadequate	Over 10 years
Map Item No. 4-11 eliminated.									
4-11									
Map Item No. 4-11 eliminated.									
SR-84 was a portion of the previously proposed mid-state tollway from Sunol to Vacaville. No recommendation.									

**TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS**

MAP ITEM NO.	COUNTY	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	YEAR ADDED TO STATE HIGHWAY SYSTEM	MILES	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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87 is from:
 (a) Route 85 in the vicinity of Santa Teresa Boulevard to Route 101 in the vicinity of Guadalupe River.
 (b) San Jose easterly of Route 101 to Route 237.

4-12	SCI	87	From Taylor Street to US-101.	2	3.1	1961	1961	Existing 4-lane expressway to be replaced with 6-lane freeway.	Accelerated schedule in 1998, normal schedule in 2000.	Maintenance currently by City of San Jose. Project Report for 6-lane freeway approved 11/15/91. Record of Decision for FEIS/EIR signed 5/20/94.
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4-12	SCI	87	From US-101 to SR-237 (US-101 to SR-237: Network of local roads—not considered traversable).	4	4.3	1961	1961	No plans.	Unknown	Route has not been adopted from SR-101 to SR-237. The District will someday study extending SR-87 within these limits.
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92 is from:
 (a) Route 1 near Half Moon Bay to Route 280.
 (b) Route 280 to Route 580 near Castro Valley and Hayward.

4-1-3	Ala	92	From SR-23B to I-580 ("B" Street and Center Street). Network of local roads—not considered traversable.	4	2.2	1959	1959	No plans	Unknown	Route was planned as a freeway. It was deleted from the F&E System in 1975. The route was rescinded 1/22/76. No recommendation.
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4-1-4	CC	93	From SR-77 near Burton to I-80 in Richmond (Moraga Way, Camino Pablo, and San Pablo Dam Road).	4	10.6	1959	1959	No plans	Unknown	The Richmond Parkway has been completed, however, the facility does not meet state standards for expressways.
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TRAVERSABLE HIGHWAYS

MAP ITEM NO.	C.O.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	NOT YET ADOPTED AS STATE HIGHWAYS				YEAR OF ADOPTION	REMARKS
				CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	TO & E SYSTEM STATUS		
4-14	CC	93	From I-80 at the Richmond Parkway (formerly Alias Road) Interchange to I-580 Canal Boulevard Interchange.	4	7.3	1959	1959	See Remarks	Unknown
									Contra Costa County and the Cities of Richmond, Pinole, and San Pablo have formed a Joint Exercise of Power Agreement (JEPA) to advise on planning, design and construction of the Richmond Parkway (Richmond Bypass). The facility as currently built does not meet acceptable State expressway standards. The City's interest is to have the State adopt the facility as SR-93. However, the route adoption process will not begin until the facility meets expressway standards. It is unknown at this time when this will occur.
4-15	SM	109	From: Route 84 to Route 101. 109 is from: Route 84 to Route 101.	4	1.3	1988, Effective 1989	- - -	See remarks	Unknown
									The City of E. Palo Alto has requested the District to terminate the process of determining a traversable highway for Route 109. (November 29, 1989).
4-16	SCI	130	From Mount Hamilton to Stanislaus County line (San Antonio Valley Road, and Del Puerto Canyon Road).	4	20.8	1959	- -	Inadequate	Nb improvements anticipated.
									Existing roads are substandard. No recommendation. See Map Item No. 10-4.
4-17	Son	181	From: Route 116 near Forestville to Route 101. 181 is from: Route 116 near Forestville to Route 101.	4	9.5	1959	1959	Inadequate. No plans to improve within 5 years.	Unknown
									Mirable Road from SR-116 to River Road does not meet State standards.

**TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS**

MAP ITEM NO.	CO.	FTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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84 is from:

- (a) Route 1 near San Gregorio to Route 101 at Woodside Road in Redwood City.
- (b) Route 101 at Marsh Road in Menlo Park to Route 880.
- (c) Route 880 to Route 238.
- (d) Route 238 to Route 680 near Scots Corners via the vicinity of Sunol.
- (e) Route 680 near Scots Corners to Route 580 in Livermore.
- (f) Route 580 in Livermore to Route 4 near Brentwood.
- (g) Route 12 at Rio Vista to Route 80 near Brye via Ryer Island.

From US-101 at Woodsid
e Rd to Marsh Road (No
traversable highway).

230 is from: Route 101 near the south city limits of San Francisco to Route 280 in San Francisco.

From SR-101 to I-280
(No traversable highway).

238 is from: Route 680 in Fremont to Route 61 near San Lorenzo via Hayward.

From I-880 to SR-61
(Lewelling Boulevard).

239 is from: Route 580 west of Tracy to Route 5 near Brentwood.

From I-580 west of
Tracy to SR-4
(Mountain House Road,
Byron Highway).

251 is from:

- (a) Route 580 near Point San Quentin to Route 101 near Greenbrae.
- (b) Route 101 near San Rafael to Route 1 near Point Reyes Station.

From US-101 to I-580
(Sir Francis Drake Blvd.).

New alignment. San Mateo County
Measure A Project. Additional
fund source not yet identified.

New alignment. San Mateo County
Measure A Project. Additional
fund source not yet identified.

New alignment. San Mateo County
Measure A Project. Additional
fund source not yet identified.

Freeway route adoption was rescinded
10/21/76.

The route terminates at unconstructed
SR-61. Freeway route has not been
adopted. No recommendation.

Existing routes are substandard. No
recommendation.

4-lane section for 1.0 mile; 40-foot
section for 0.5 mile. 14' vertical
clearance at the underpass. Used
as a cut-off between US-101
and Richmond-San Rafael Bridge.

TRAVERSABLE HIGHWAYS

		NOT YET ADOPTED AS STATE HIGHWAYS							
MAP ITEM NO.	RTE CO.	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
4-2-3	S M	380 From SR-1 to I-280 (San Bruno Avenue and Sharp Parks Rd).		4	4.4	1959	1959	No plans	Unknown

380 is from:

- (a) Route 1 near Pacifica to Route 280 in San Bruno.
 - (b) Route 280 in San Bruno to Route 101 in the vicinity of the San Francisco International Airport.
- Freeway route was rescinded 3/29/79.
City of Pacifica to improve Sharp Park Road; however, proposed improvements do not meet State standards.

Total

214.4

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS							
MAP ITEM NO.	CD.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM

180 is from:

- (a) Route 25 near Paicines to Route 5.
 - (b) Route 5 to Route 99 passing near Mendoza.
 - (c) Route 99 near Fresno to the General Grant Grove section of Kings Canyon National Park.
 - (d) The General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.
- See Map Item No. 6-3.

217 is from:

- (a) Route 101 near Ellwood to the campus of the University of California at Santa Barbara.
 - (b) The campus of the University of California at Santa Barbara to Route 101 northwest of the City of Santa Barbara.
- US-101 near Ellwood to the U.C. Santa Barbara Campus
(No traversable highway).

227 is from: Route 1 south of Oceano to Route 101 in San Luis Obispo.

- From US-101 south of Oceano to Arroyo Grande
(No traversable highway).

No State adoption is requested or recommended.

No traversable highway exists.
No plans to construct this route by the County or State. This route should be unadopted, it traverses a highly sensitive environmental area, an industrial park and several residential subdivisions.

100 is from: the junction of Routes 1 and 17 to Route 1 west of the San Lorenzo River via the beach area in Santa Cruz.

- From junction SR-1 and SR-17 to SR-1 west of the San Lorenzo River.
(Network of city streets).

Freeway route adoption was rescinded 8/20/75. No recommendation.

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM
					YEAR ADDED TO FED. SYSTEM	STATUS

65 is from:

- (a) Route 99 near Bakersfield to Route 198 near Exeter.
- (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route.
- (c) Route 80 near Roseville to Route 70 near Marysville.
- (d) Route 70 near Marysville to Route 99 in or near Yuba City.

6 - 1	Tul Fr	65	From SR-198 in Tulare Co. to SR-168 in Fresno Co. (Network of local roads) (No traversable highway).		4 46.5	1959 1959	No plans	Unknown	Traversable county roads and state highways exist between SR-198 and SR-168 on a grid pattern. No recommendation.
6 - 1	Fres Mad	65	From SR-168 in Fresno Co. to Madera-Merced County line (No traversable highway).		4 35.3	1959 1959	No plans	Unknown	No recommendation. See Map Item No. 10-1.
6 - 2	Mad	152	From US-99 to SR-65 (No traversable highway).		4 15.1	1959 1959	No plans	Unknown	No recommendation.

152 is from:

- (a) Route 1 near Watsonville via Hecker Pass to Route 101 in Gilroy.
- (b) Route 101 near Gilroy to Route 65 near Sharon via Pacheco Pass.

6 - 2	Fre	180	From San Benito-Fresno County line to I-5 (Panoche Road). See Map Item No. 5-1.		4 9.0	1959 1959	No plans	Unknown	The existing facility between San Benito County line and I-5 is an unimproved dirt road. If a new state highway is constructed in the area, it should be on new alignment. It is highly unlikely any of the existing road could be incorporated into a new highway. Any development of the road should be coordinated with District 5, since a large portion of the unimproved route is also in San Benito County. State adoption is not recommended.
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TRAVERSABLE HIGHWAYS

				NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
6 - 3	Fre	180	From I-5 to SR-180 near Mandala. (East on Shields between I-5 and Fairfax, south on Fairfax between Shields and Belmont, and east on Belmont between Fairfax and SR-180).		4	22.2	1959	No plans	Unknown	The traversable route described was proposed by a Fresno County report for the Fresno County Council of Governments which concluded that Shields Avenue, Fairfax Avenue, and Belmont Avenue alignment would be best for regional traffic.
6 - 4	Tul	190	From Quaking Aspen to Tulare-Inyo County line (No traversable highway) (District 6 and 9).		4	31.0	1959	- -	No plans	Unknown
6 - 5	Tul	276	From SR-198 near Three Rivers to Oak Grove (Mineral King Road).		4	8.5	1967	- -	No plans	Unknown
190 is from: Route 99 near Tipton to Route 127 near Death Valley Junction, via the vicinity of Porterville, Camp Nelson, Olancha, and Death Valley.										SR-198 near Three Rivers to Mineral King added to State Highway System in 1967. Portion of route between Oak Grove and Mineral King were deleted in 1972. The existing road is inadequate (narrow, winding, steep grades, etc.). The District recommends that the State not adopt this road.
276 is from: Route 198 near Three Rivers to Oak Grove.										SR-198 near Three Rivers to Mineral King added to State Highway System in 1967. Portion of route between Oak Grove and Mineral King were deleted in 1972. The existing road is inadequate (narrow, winding, steep grades, etc.). The District recommends that the State not adopt this road.
1/16/97										Total <u>167.6</u>

TRAVERSABLE HIGHWAYS

MAP ITEM NO.	CITY	RTE	NOT YET ADOPTED AS STATE HIGHWAYS			YEAR OF ANTICIPATED ADOPTION	REMARKS
			LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	
7-1	LA	710	From Terminal Island Freeway to Harbor Scenic Dr. (Ocean Blvd.).	2	1.9	1982	Plans for improvement under
7-1	LA	710	From SR-47 to Gerald Desmond Br. (Ocean Blvd.).	2	1982	1982	See remarks. Unknown
7-1	LA	710	Gerald Desmond Bridge.	2	1982	1982	See remarks. Unknown
7-1	LA	710	Gerald Desmond Bridge to Harbor Scenic Drive.	1	1982	1982	Completed 1998 Project completed and open to traffic; adoption was to be after completion of Pico Ave. ramps & bridges.
7-1	LA	710	From Ocean Blvd. to SR-1 Pacific Coast Hwy. (Harbor Scenic Dr.).	1	1.6	1982	Same as above. 1997 & 1998
7-2	LA	710	From Valley Blvd. to Columbia Street (Fremont Ave., Fair Oaks Ave., Orange Grove Blvd.).	3	3.5	1959	9/18/59 Appears adequate Unknown

710 is from: Route 1 to Route 210 in Pasadena.

622.1. (a) Route 710 shall include that portion of the freeway between Route 1 and the northern end of Harbor Scenic Drive, that portion of Harbor Scenic Drive to Ocean Boulevard, that portion of Ocean Boulevard west of its intersection with Harbor Scenic Drive to its junction with Seaside Boulevard, and that portion of Seaside Boulevard from the junction with Ocean Boulevard to Route 47.

(b) Subdivision (a) shall not become operative, and this section shall be repealed on January 1, 1985, unless the commission approves, not later than December 31, 1984, a financial plan, which is submitted to them by the Los Angeles County Transportation Commission not later than January 1, 1984.

(c) The financial plan shall be prepared in cooperation with the department and shall include, but not be limited to, a cost estimate and the source of funding to make the route changes in subdivision (a) and any proposed improvements.

Final PS&E under preparation. 4 Lanes widen to 6 lanes.	Phase 1: Seismic retrofit underway. Phase 2: Widen bridge (1997). Phase 3: Paint bridge.	Realign, repave & upgrade. Two construction jobs: Harbor to Shoemaker Br. & Shoemaker Br to SR 1.	On 9-14-94, CTC approved the statement of findings and overriding considerations and adopted the Median variation alignment for completion of the freeway. 8 Lane freeway is planned.
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TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RT&E	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM
					YEAR ADDED TO FEDERAL HIGHWAY SYSTEM	STATUS

14 is from:

- (a) Route 1 north of the intersection of Sunset Boulevard northwest of Santa Monica to Route 5 near Tunnel Station.
- (b) Route 5 at Los Angeles near Tunnel Station to Route 58.
- (c) Route 58 to Route 395 near Little Lake via the vicinity of Antelope Valley.

Section 1 of Chapter 1044, Statutes 1970, as amended by Section 90, Chapter 681, Statutes of 1982, provides:

Section 1. Future widening of the existing roadway of Route 14 from a point near the proposed Palmdale Airport to Route 5 shall be designed by the Department of Transportation so as to reserve sufficient space for exclusive or preferential lane facilities for mass transit vehicles.

MAP ITEM NO.	CO.	RT&E	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO FEDERAL HIGHWAY SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
7 - 3	LA	14	From SR-1 to US-101 (No traversable highway).		4	10.1	1959	9/18/59	No plans for improvement	Unknown
7 - 3	LA	14	From US-101 to SR-118 (Reseda Blvd.).		4	7.4	1959	9/18/59	No plans for improvement	Unknown
7 - 3	LA	14	From SR-118 to I-5 (No traversable highway).		4	4.3	1959	9/18/59	No plans for improvement	Unknown
39 is from:										
(a) Route 1 near Huntington Beach to Route 72 in La Habra via Beach Boulevard.										
(b) Beach Boulevard to Harbor Boulevard in La Habra via Whittier Boulevard.										
(c) Whittier Boulevard in La Habra to Route 2 via Harbor Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue, Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue southbound between Azusa Avenue and San Gabriel Canyon Road, and San Gabriel Canyon Road.										
The department shall not assume maintenance of any portion of Route 39 until such portion has been constructed or reconstructed to the minimum state highway standards established pursuant to Sections B1 and 2109.										
7 - 4	LA	39	From Orange County Line to Kashian Road (Harbor Blvd.).		3	0.3	1959	9/18/59	No plans for improvement.	Unknown
7 - 4	LA	39	From Kashian Road to Azusa Ave. (Harbor Blvd., Fullerton Road, Colima Road).		3	5.1	1959	9/18/59	No plans for improvement.	Unknown
7 - 4	LA	39	From Colima Road to I-10 (Azusa Ave.).		3	5.5	1959	9/18/59	No plans for improvement.	Unknown

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM
					YEAR ADDED TO FED SYSTEM	STATUS

47 is from: Route 110 In San Pedro to Route 10 via the Vincent Thomas Bridge.

347.1. Route 47 shall also include that portion of Henry Ford Avenue from Route 47 to Alameda Street and that portion of Alameda Street from Henry Ford Avenue to Route 91.

Route 47 shall not include that portion of the adopted route from Route 1 to Willow Street and that portion of the adopted alignment from Willow Street to Route 405.

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO FED SYSTEM	STATUS	ANTICIPATED ADOPTION	REMARKS
7 - 5	LA	47	From Vincent Thomas Bridge to SR-103 (Terminal Island Freeway) (Seaside Ave., Ocean Blvd.).	2	1.2	1959	9/18/59	To be improved	Unknown	*
7 - 5	LA	47	From Vincent Thomas Bridge to L.A./L.B. City Limits (Seaside Ave.).	2				Unknown	Unknown	* Widening from 4 lanes to 6 lanes completed. The District recommends adoption after Navy Way project is completed.
7 - 5	LA	47	L.A./L.B. City Limit to Terminal Island Freeway (Ocean Blvd.).	2				Unknown	Unknown	* Final PS&E under preparation to widen from 4 lanes to 6 lanes.
7 - 6 2	LA	47	From SR-103 to SR-91 (via Henry Ford Ave. and Alameda St.).	2	7.6	1982		Project partially funded	Unknown	*
7 - 6 b	LA	47	From SR-103 to Anaheim St. (via Henry Ford Ave.)	2				Begin construction 8/97.	Unknown	* Widening from 4 to 6 lanes.
7 - 6 c	LA	47	From Anaheim St. to Alameda St (Henry Ford Ave.)	2				Begin construction 7/97.	Unknown	* Widening from 2 to 6 lanes
7 - 6 d	LA	47	From Henry Ford Ave to Pacific Coast Highway (Alameda St.), From Pacific Coast Highway to Lomita Blvd. (Alameda St.).	2				Final PS&E in review by CT.	Unknown	* Widening from 4 to 6 lanes.
7 - 6 e	LA	47	From Lomita Blvd. to SR-91 (via Alameda Street).	3	8.6	1959	1959	To be improved	Unknown	* Widening from 4 to 6 lanes.
7 - 6 f	LA	47	From Lomita Blvd. to I-405 Freeway (Alameda Street).	3	8.6	1959	1959	Begin construction 1/97.	Unknown	* L.A. County project under construction.
7 - 6 g	LA	47	From I-405 to Delamo Blvd. (Alameda Street),	3	8.6	1959	1959	Advertise 2/97.	Unknown	* Widening from 4 to 6 lanes.
7 - 6 h	LA	47	From Delamo Blvd. to SR-91 (Alameda Street).	3	8.6	1959	1959	Advertise 4/97.	Unknown	* Widening from 4 to 6 lanes.

TRAVERSABLE HIGHWAYS

MAP ITEM NO.	CITY	ROUTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	NOT YET ADOPTED AS STATE HIGHWAYS				YEAR OF ANTICIPATED ADOPTION	REMARKS
				CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	STATUS		

48 is from: Route 138 east of Gorman to Route 122 near the San Bernardino county line.

118 is from:
 (a) Route 126 near Saicoy to Route 210 near San Fernando.
 (b) Route 210 near Sunland to Route 249 north of La Canada.
 traversable highway).

118 is from:
 (a) Route 126 near Saicoy to Route 210 near San Fernando.
 (b) Route 210 near Sunland to Route 249 north of La Canada.

64 is from Route 1 near Malibu Beach to Route 5 south of San Fernando.
 7-9 LA 64 From SR-1 to US-101 (Malibu Canyon Road).

7-9 LA 64 From US-101 to SR-27 (No traversable highway).
 7-9 LA 64 From SR-27 to I-5 (Roscoe Blvd., Tuxford St.).

90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra.
 7-10 LA 90 From 0.8 mile east of I-405 to SR-258 (Slauson Avenue).

7-10 LA 90 From SR-258 to Orange Co. (Slauson Avenue).
 118 is from:
 (a) Route 126 near Saicoy to Route 210 near San Fernando.
 (b) Route 210 near Sunland to Route 249 north of La Canada.

7-11 LA 118 From I-210 to SR-249 (Big Tujunga Canyon Road).
 7-7 LA 48 From Sierra Highway to SR-122 (No paved traversable highway).

7-8 LA 118 From I-210 to SR-249. 4 7.0 1959 Unknown Unknown
 7-9 LA 64 From SR-1 to US-101 (Malibu Canyon Road). 4 9.4 1959 Deleted 11/23/70. No plans for improvement Unknown
 7-9 LA 64 From US-101 to SR-27 (No traversable highway). 4 8.0 1959 Deleted 1/1/76. No plans for improvement Unknown
 7-9 LA 64 From SR-27 to I-5 (Roscoe Blvd., Tuxford St.). 4 12.6 1959 Deleted 1/1/76. No plans for improvement Unknown
 7-10 LA 90 From 0.8 mile east of I-405 to SR-258 (Slauson Avenue). 4 4.5 1953 1959 Inadequate Unknown
 7-11 LA 118 From I-210 to SR-249 (Big Tujunga Canyon Road). 4 7.5 1959 1959 Inadequate Unknown
 7-7 LA 48 From Sierra Highway to SR-122 (No paved traversable highway).

District B Corridor Review.
 See Map Item No. B-4.

Route concept report recommends SR-64 be deleted from highway system

Route concept report recommends SR-64 be deleted from highway system

Route concept report recommends SR-64 be deleted from highway system

Route concept report recommends SR-64 be deleted from highway system

Route concept report recommends SR-90 from proposed SR-258 to Orange Co. line be deleted from the State Highway System.

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	COUNTY	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED
				TO STATE HIGHWAY SYSTEM	TO F&E SYSTEM	YEAR ADDED

122 is from:

- (a) Route 14 south of Palmdale to Route 138.
- (b) Route 138 to Route 48.
- (c) Route 48 northeasterly to Route 58.

Route concept report recommends SR-14 to SR-138 alignment.

MAP ITEM NO.	COUNTY	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED	YEAR ADDED	TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
7-12	LA	122	From SR-14 to SR-138 (Pear blossom Highway).		4	4.5	1959		No plans for improvement	Unknown	Route concept report recommends SR-14 to SR-138 alignment.
7-12	LA	122	From SR-138 to SR-48 (50th Street East).		4	16.2	1959		No plans for improvement	Unknown	
7-12	LA	122	From SR-48 to San Bernardino County line (No traversable highway).		4	20.1	1959		No plans for improvement	Unknown	See Map Item No. B-4.

138 is from: Route 5 near Gorman to Route 18 near Crestline.

7-13 LA 138 Map Item No. 7-13 eliminated.

164 is from: Route 605 near Pico Rivera to Route 210 near Pasadena.

7-14 LA 164 From 1-605 to Gallatin Rd. (via Beverly Blvd. now).

Unknown
Probably adequate

170 is from:

- (a) Los Angeles International Airport to Route 90.
- (b) Route 2 to Route 101 in Los Angeles.
- (c) Route 101 near Riverside Drive to Route 5 near Tujunga Wash.

7-15 LA 170 From LAX to SR-90 (La Tijera Blvd., La Cienega Blvd.)

9/17/65 (Part)
No plans for improvement

From LAX to I-405 added to F&E System 9/17/65.

7-16 Map Item No. 7-16 eliminated.

7-17 Map Item No. 7-17 eliminated.

TRAVERSABLE HIGHWAYS

				NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
7-18	LA	213	Map Item No. 7-18 eliminated.							
7-19	LA	249	From SR-2 to SR-14 (Angeles Forest Highway).		4	13.5	1959	9/18/59	No plans for improvement	Unknown
7-20	Ven	257	From Route 34 to Route 101 near Ventura. (5th St., Harbor Blvd.).		4	19.6	1965	9/17/65	No plans for improvement	Unknown
7-21	LA	258	From I-405 to US-101 (Western Avenue).		4	17.0	1965	9/17/65	Probably adequate	Unknown
										Route concept report recommends revised proposed alignment ~3.5 miles westward and description be : "from I-405 near LAX, to SR 101 near Hollywood."
										Total <u>257.6</u>

213 is from: 25th Street in San Pedro to Route 405 via Western Avenue.

The commission may allocate from the State Highway Fund the necessary funds for the construction of all or any portion of said route when the County of Los Angeles and the Cities of Los Angeles and Torrance have entered into a co-operative agreement with the department wherein said cities and county shall furnish to the State of California without charge all right-of-way necessary and agree to pay one-half the cost of plans and construction.

**TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS**

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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18 is from:

- (a) Route 10 near San Bernardino to Route 30.
- (b) Route 10 near San Bernardino to Route 15 in Victorville via Big Bear Lake.
- (c) Route 15 near Victorville to Route 138 near Pearblossom.

From I-10 to SR-30
(No traversable highway).

Freeway route adoption was rescinded in 1975. At that time the need for SR-18 southerly of SR-30 as a state highway has become a very low priority, in the District's judgment. The portion North of I-10 (Harrison Canyon alignment) is needed to meet traffic demands.

74 is from:

- (a) Route 5 near San Juan Capistrano to Route 15 near Lake Elsinore.
- (b) Route 15 near Lake Elsinore to Route 215 near Perris.
- (c) Route 215 near Perris to Route 10 near Thousand Palms via Hemet and Palm Desert.

From SR-111 to I-10.
(Traversable).

Planning Stage
4
1959
1959
Unknown

Constructed by

Riverside Co.

in 1986

This facility provides a traversable route between SR-111 and I-10. Most of this route has been annexed by the Cities of Rancho Mirage and Palm Desert. Rancho Mirage is not in favor of adoption of this route as a state highway. Modification of the Monterey I-10 IC is in progress. Also, a 4-lane bridge now exists on Monterey Avenue over the Whitewater River.

81 is from: Route 215 east of Riverside to Route 15 south of Devore.

From I-215 near Riverside to SR-91 in Riverside County to I-15 near Devore
(No traversable highway).

Planning Stage
4
30.9
1959
1963
Unknown

Local Regional Transportation Agencies beginning Preliminary Planning Studies.

TRAVERSABLE HIGHWAYS						NOT YET ADOPTED AS STATE HIGHWAYS			REMARKS	
MAP ITEM NO.	CO.	ROUTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION		
8 - 4	S Bd	122	From Los Angeles County line to SR-58 (No traversable highway).		4	20.5	1959	1959	No plans	No plans
8 - 5	S Bd	142	From SR-71 to SR-30 (Grid of urban streets) (No traversable highway).		4	9.5	1963	1963	Planning Stage	Unknown

122 is from:

- (a) Route 14 south of Palmdale to Route 138.
- (b) Route 138 to Route 48.
- (c) Route 48 northeasterly to Route 58.

142 is from:

- (a) Route 90 near Brea to Route 71 near Chino.
- (b) Route 71 near Chino to Route 30 near Upland.

There have been preliminary discussions with local transportation agencies which may lead to planning studies.

Total

70.5

TRAVERSABLE HIGHWAYS

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY		CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO FED. SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
			NOT YET ADOPTED AS STATE HIGHWAYS								

178 is from:

- (a) Bakersfield to Route 14 near Freeman via Walker Pass.
 - (b) Route 14 near Freeman to Route 127.
 - (c) Route 127 to the Nevada state line in Pahrump Valley.
- From 14.7 miles east of Kern County line to East boundary of Death Valley National Monument.
(No traversable highway).

190 is from Route 99 near Tipton to Route 127 near Death Valley Junction, via the vicinity of Porterville, Camp Nelson, Olancha, and Death Valley.

9 - 1 Iny S Bd 178 From 14.7 miles east of Kern County line to East boundary of Death Valley National Monument.
(No traversable highway).

From Tulare County line to US-395
(No traversable highway)
(Districts 6 and 9).

4 12.0 1934 - - No plans Unknown This is a winding dirt road through mountain passes in a desolate area. This portion of SR-178 passes through a gunnery range of the China Lake Naval Weapons Center and through the Wingate Wash area. A portion of the Wingate Wash has been designated a wilderness area by the National Park Service. This area is not suitable for a state highway.

The District recommends this portion of SR-178 (56 miles) be deleted from the State Highway System.

This area of SR-190 within Dist 9 is in mountainous terrain. There is no road in existence today. The Route was adopted as a conventional highway April 15, 1964. On January 4, 1982 Project Development prepared a report recommending the recession of the conventional route adoption. On June 25, 1992 the CTC passed a resolution "Notice of Intention to Consider Rescinding Conventional Adoption." Nothing has taken place since District completed a Route Recycle Report.

The District recommends this portion of SR-190 be deleted from the State Highway System.

See Map Item No. 6-4.

TRAVERSABLE HIGHWAYS

				NOT YET ADOPTED AS STATE HIGHWAYS						
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
9 - 3	Mno	270	From 9.9 miles east of US-395 to Bodie State Historic Park (Bodie Road). (Traversable).		4	3.5	1970	- -	No plans	Unknown

270 is from Route 395 south of Bridgeport to Bodie State Historic Park.

Mono County and the State Department of Parks and Recreation (DPR) entered into an agreement on 12/6/83. The Department of Parks and Recreation is to maintain SR-270 from 9.9 miles east of US-395 to Bodie State Park. DPR is responsible for maintaining, developing, repairing, improving, constructing, and reconstructing this 3.5 miles of road. Mono County has no plans or available money for improvements. The department of Parks and recreation has indicated that they would like to keep the existing road dirt so the tourist can have the true Bodie experience by traveling the last 3.5 miles on a dirt road.

The Districts recommends this 3.5 miles be deleted from the State Highway System.

Total

71.5

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS				YEAR ADDED TO F&E SYSTEM				YEAR OF ANTICIPATED ADOPTION	REMARKS
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	TO STATE HIGHWAY SYSTEM			

65 is from:

- (a) Route 99 near Bakersfield to Route 198 near Exeter.
- (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route.
- (c) Route 80 near Roseville to Route 70 near Marysville.
- (d) Route 70 near Marysville to Route 99 in or near Yuba City.

10-1	Mpa Mer Sha Cal SJ	65	From Madera County line to Sacramento County line (Network of local roads) (No traversable highway).		4	93.9	1959	No plans	Unknown
104 is from:									

104 is from:

- (a) Route 99 near Arno to Route 88 near Lone.
 - (b) Route 88 west of Mantell to Route 88 southwest of Pine Grove via the vicinity of Sutter Creek.
- | | | | | | |
|---|---|---------|----|---------|---------|
| From SR-49 to SR-88
(Ridge Road, Climax Road). | 3 | 8.31959 | -- | Unknown | Unknown |
|---|---|---------|----|---------|---------|

10-2	Ara	104	From SR-49 to SR-88 (Ridge Road, Climax Road).		3	8.31959	--	Unknown	Unknown
108 is from:									

108 is from:

- (a) Route 5 near Crows Landing to Route 99.
 - (b) Route 132 in Modesto to Route 120 in Oakdale.
 - (c) Route 120 near Yosemille Junction to Route 49 south of Jamestown.
 - (d) Route 49 to Route 395 via the vicinity of Sonora and Long Barn.
- | | | | | | |
|-----------------------------------|---|---------|------|----------|---------|
| From I-5 to SR-33
(Fink Road). | 4 | 3.61959 | 1959 | No plans | Unknown |
|-----------------------------------|---|---------|------|----------|---------|

10-3	Sia	108	From SR-33 to SR-99 (Crows Landing Road).		4	17.9	1959	No plans	Unknown
1/22/97									

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS				LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY				CATEGORY				MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
MAP ITEM NO.	C.O.	RTE															

130 is from Route 101 in San Jose to Route 33 near Patterson via the vicinity of Mount Hamilton.

10-4	SJa	130	From Santa Clara Co. line to I-5 (Del Puerto Canyon Road).	4	23.0	1959	--	No plans	Unknown	No recommendation. See Map Item No. 4-16.	
10-4	SJa	130	From I-5 to SR-33 (Sperry Road).	4	3.0	1959	--	No plans	Unknown	No recommendation.	
10-5			Map Item No. 10-5 eliminated.								
10-6	Sol Yol	179	From I-80 to SR-128 (Cherry Glen Road, Pleasant Valley Road).	4	13.8	1959	1959	No plans	Unknown	No recommendation.	
10-7	SJ	234	From I-5 near French Camp to SR-99 (French Camp Road or Arch Berry Road). (No selected alignment-no traversable highway).	4	3.4	1959	1959	No plans	Unknown	In 1983 San Joaquin Co. Board of Supervisors passed resolution R-83-1461 for procedures to be followed to include French Camp Road in the State Highway System as SR-234 and Eight-Mile Road as SR-235. On November 29, 1993, the SJ Co. Board of Supervisors adopted Eight-Mile Rd. as an arterial roadway and denoted that the County no longer is interested in Eight Mile Rd. becoming a State highway. The County has not shown an opinion on the disposition of French Camp Road but wants it to remain on the list.	
10-8	SJ	235	From Route 5 to Route 99 north of the Calaveras River in Stockton. From I-5 to SR-99 north of the Calaveras River. (No selected alignment-no traversable highway).	4	6.4	1959	1959	No plans	Unknown	As noted above, San Joaquin Co. is no longer interested in Eight-Mile Road as SR-235. District is in contact with the County, but no alternative route determination has been made at this time.	
		Total									

TRAVERSABLE HIGHWAYS

NOT YET ADOPTED AS STATE HIGHWAYS						YEAR OF ANTICIPATED ADOPTION	REMARKS
MAP ITEM NO.	CQ	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	
52 is from Route 5 east of La Jolla to Route 67 near Santee.							
11-1	SD	52	From Mission Gorge Road to SR-125.	2	1.2	1959	1959 See remarks
11-1	SD	52	From SR-125 to Cuyamaca St.	4	1.5	1959	1959 See remarks
11-1	SD	52	From 0.1 miles west of Cuyamaca Street to SR-67.	4	1.5	1959	1959 See remarks
11-2	SD	54	From 0.7 miles west of Woodman to 0.6 miles east of Briarwood.	1	2.7	1959	1959 See remarks
11-2	SD	54	From 0.6 miles east of Briarwood to proposed jct. SR-125 (PM 6.3).	2	(0.9)	1959	1959 See remarks
11-2	SD	54	From SR-125 to SR-94.	4	4.7	1959	1959 See remarks

52 is from Route 5 east of La Jolla to Route 67 near SanTEE.

From Mission Gorge Road to SR-125.

From SR-125 to Cuyamaca St.

From 0.1 miles west of Cuyamaca Street to SR-67.

54 is from Route 5 near Sweetwater River to Route 8 near El Cajon.

From 0.7 miles west of Woodman to 0.6 miles east of Briarwood.

From 0.6 miles east of Briarwood to proposed jct. SR-125 (PM 6.3).

From SR-125 to SR-94.

From 0.1 miles west of Woodman to 0.6 miles east of Briarwood.

From 0.6 miles east of Briarwood to proposed jct. SR-125 (PM 6.3).

From SR-125 to SR-94.

The 1994 SANDAG RTP identifies this segment of SR-54 as a 6-lane expressway for 2020, but no funding has been identified. Preliminary cost estimates were developed. Preliminary environmental study reflects no unsurmountable obstacles. A policy advisory committee for the corridor has selected a preferred alternative route, and has recommended that SANDAG conduct a MTS during 1997.

52 is from Route 5 east of La Jolla to Route 67 near SanTEE.

From Mission Gorge Road to SR-125.

From SR-125 to Cuyamaca St.

From 0.1 miles west of Cuyamaca Street to SR-67.

54 is from Route 5 near Sweetwater River to Route 8 near El Cajon.

From 0.7 miles west of Woodman to 0.6 miles east of Briarwood.

From 0.6 miles east of Briarwood to proposed jct. SR-125 (PM 6.3).

From SR-125 to SR-94.

From 0.1 miles west of Woodman to 0.6 miles east of Briarwood.

From 0.6 miles east of Briarwood to proposed jct. SR-125 (PM 6.3).

From SR-125 to SR-94.

The 1994 SANDAG RTP identifies this segment of SR-54 as a 6-lane expressway for 2020, but no funding has been identified. Preliminary cost estimates were developed. Preliminary environmental study reflects no unsurmountable obstacles. A policy advisory committee for the corridor has selected a preferred alternative route, and has recommended that SANDAG conduct a MTS during 1997.

TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS

MAP ITEM NO.	CQ.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	TO STATE HIGHWAY SYSTEM	YEAR ADDED	TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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56 is from Route 5 north of La Jolla to Route 67.

11-3	SD	56	From 0.5 miles east of Carmel Country Drive to (PM 2.317) 0.4 miles west of Salmon River Road (PM 7.234)	2	4.9	1959	1959	See remarks	2002-2005 (Estimate)	Route adopted 4/28/65 (to SR 67). Environmental studies currently underway by the City of San Diego. Project is underfunded beyond the environmental document phase. City of San Diego financing committee investigating potential funding sources. If the City is built as a City street/modified expressway, it could be constructed by 2000. If funding is augmented by the State and local sales tax (TransNet) funds is augmented by the State and by local sales tax (TransNet) funds, a freeway or expressway could be constructed by 2002.
11-3	SD	56	From I-15 to SR-67.	4	8.0	1959	1959	No plans	No Plans	Route adopted 4/28/65. The City of Poway has not included this project in their General Plan and supports the Scripps Poway Parkway project instead. Not funded and no environmental or other studies in progress.
11-4			Map Item No. 11-4 eliminated.							Possible candidate for future route adoption rescission and removal from the State Highway System.
905			905 is from:							(a) The International Boundary near Border Field northeasterly to Route 5. (b) Route 5 near the south end of San Diego Bay to the International Boundary southerly of Brown Field.
11-5	SD	905	From International Border near San Ysidro to I-5 .	4	3.2	1972	--	No plans	No plans	No route adoption. Environmentally sensitive area. No future activity anticipated.
										Candidate for delation from State Highway System.

TRAVERSABLE HIGHWAYS

			NOT YET ADOPTED AS STATE HIGHWAYS							
MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
11-6	SD	905	From 0.5 miles east of I-805 to SR-125 (Olney Mesa Road).	1	4.2	1959	1959 road	Traversable	1997	Note: Construction of a 6 lane freeway is planned on the adopted SR-905 alignment. EIR approval target date 1998. Completion of this project is anticipated in 2003. Partially STIP funded.
11-7	SD	125	From Route 905 to SR-54 (No traversable highway)	2	11.2	1959	1959	See remarks	2000	SR-125 is a privatization project with California Transportation Ventures (CVT). DEIR approved 6/96; final EIR approval is anticipated Fall 1997. Project to be funded through pending sale of bonds, CTV private and STIP.

125 is from:

- (a) Route 905 near Brown Field to Route 54.
- (b) Route 54 to Route 94 near La Mesa.
- (c) Route 94 near La Mesa to Route 56.

**Caltrans would assume maintenance of the privatized SR-125 facility 35 years after it is opened to traffic, unless LTV elects to contract with Caltrans to provide maintenance of the facility at an earlier date.

TRAVERSABLE HIGHWAYS

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	NOT YET ADOPTED AS STATE HIGHWAYS			YEAR OF ANTICIPATED ADOPTION	REMARKS
					MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM		
11-7	SD	125	From SR-54 to SR-94 (Sweetwater Rd-Broadway).		2	4.4	1959	1959	See remarks 2003
This segment will be operated as a tollway by CTV but construction will be financed with STIP and local sales tax (TransNet) funds.									
11-8	SD	125	From Fletcher Parkway to Navajo Rd. (Network of local streets).		2	1.8	1959	1959	See remarks 2001
Environmental documentation for the remainder of the segment expected in the Fall 1997.									
11-8	SD	125	From Navajo Road to Grossmont College Drive.		3	1.5	1959	1959	See Remarks 2004
11-8	SD	125	From Grossmont College Dr. to Mission Gorge Rd. (SR-52).		2	1.1	1959	1959	See Remarks 2000
11-8	SD	125	From Mission Gorge Road (SR-52) to SR-56.		4	10.6	1959	1959	No plans 2015
Route adopted: 7/2/65, 1996 SANDAG RTP identifies this as a 6-lane expressway in their preferred plan, but no funding has been identified. No environmental studies in progress. Some R/W has been preserved.									

TRAVERSABLE HIGHWAYS NOT YET ADOPTED AS STATE HIGHWAYS

MAP ITEM NO.	COUNTY	RATE	LIMITS AND DESCRIPTION OF THE EXISTING TRaversable HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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Map Item No. 11-9 eliminated.

Map Item No. 11-110 eliminated

22B is from Route 86 approximately two and one-half miles southwest of Brawley to Route 86 approximately two miles west of Brawley.

is from the northerly border of the new Federal Port of Entry and east of the Quay Mesa Port of Entry to near the junction of Route 125 and Route 905.

11-12 SD	11	From northern border of new federal POE located approximately 2 miles east of the existing Olay Mesa POE to the junction of SR-125 and SR-305.	4	3.0	1994	- -	See remarks	2012	4-lane freeway. Route location not determined. Preservation of corridor P&W is being considered. 1994 SANDAG feasibility study concluded SR-11 would be feasible as a public-private partnership by 2005. This toll road would connect with the Tijuana-Tecate toll road in Mexico.
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77 is from the northerly boundary of the Federal Port of Entry near Calexico to Route 8 near El Centro.

* 11-13 IMP 7 From International Border near Calexico to SR-98. Construction completed and facility opened 12/96. Caltrans has assumed maintenance.

11-13 IMP 7 From SR-89 to I-8. 5.5 1990 - - See remarks 2000
Final EIR/EIS and Project Report
scheduled for completion in mid-1998.
SR-7 is authorized to become a toll
facility. \$5 million has been
programmed in the 1998 STIP for the
1998/99 year. Additional funding
sources have not been determined.

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District 12 reported on the entire Foothill Corridor facility, including this small segment that extends into San Diego County.

(1) Mileage not included in total (2.1)

*Project complete - State has assumed maintenance of the facility.

**TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS**

MAP ITEM NO.	CO.	FTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
12-1	ORA	39	Route 72 north to Los Angeles Co. line (Whittier Blvd. to Harbor Blvd.).		4	0.5	1959	1959	See remarks	Unknown
			57 is from:							
			(a) Route 1 near Huntington Beach to Route 72 in La Habra via Beach Boulevard. (b) Beach Boulevard to Harbor Boulevard in La Habra via Whittier Boulevard. (c) Whittier Boulevard in La Habra to Route 2 via Harbor Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue, Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue southbound between Azusa Avenue and San Gabriel Canyon Road, and San Gabriel Canyon Road.							
12-2	ORA	57	From SR-1 to I-405.		4	5.0	1959	1959	No plans for improvement	Unknown
12-2	ORA	57	Route I-405 to I-5/SR-22/SR-57 Interchange.		3	8.0	1959	1959	See remarks	See remarks
			73 is from Route 5 near San Juan Capistrano to Route 405 via the San Joaquin Hills. MacArthur Boulevard from Route 1 near Corona del Mar to San Diego Creek in Irvine shall cease to be a state highway when the Route 73 freeway as described above is completed.							
12-3	ORA	73	I-405 to I-5.		-	[14.8]	1965	1965	-	Unknown
			90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra.							
12-4	ORA	90	From SR-39 west to Los Angeles County line (Stauson Avenue).		4	0.5	1965	1965	No plans for improvement	Unknown
			133 is from Route 1 near Laguna Beach to Route 5 near Irvine.							
12-5	ORA	133	SR-133/SR-241 IC to I-5/SR-133 IC.		2	3.3	1988	1988	See remarks	1999
			241 is from Route 231 near the Cities of Tustin and Irvine to Route 5 south of San Clemente.							
12-6	ORA	241	From SR-91/SR-241 IC to SR-261/SR-241 IC.		2	6.5	1988	1988	See remarks	1999
			12-6 1/2 ORA 241 From SR-261/SR-241 IC to Portola Pkwy IC.		2	7.4	1988	1988	See Remarks	1999
			In 1999, construction will be complete, and State will own, operate as a toll facility under FETCA.							
			In 1999, construction will be complete, and State will own, operate as a toll facility under FETCA.							
			In 1999, construction will be complete, and State will own, operate as a toll facility under FETCA.							

**TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS**

MAP ITEM NO.	CO.	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
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12-6 ORA 241 From Portola Pkwy IC to Antonio Parkway/SR-241 IC.
12-6 ORA 241 Antonio Parkway/SR-241 IC to Oso Parkway/SR-241 IC.

12-6 ORA 241 Oso Parkway/SR-241 IC to I-5/SR-241 IC near San Clemente
12-7 ORA 605 From SR-1 to SR-22 (Seal Beach Boulevard).

605 is from:

- (a) Route 1 near Seal Beach to Route 405.
- (b) Route 405 to Route 210 near Duarte.

Route 605 shall be known and designated as the "San Gabriel River Freeway."

12-7 ORA 605 From SR-1 to SR-22 (Seal Beach Boulevard).
1 is from:

- (a) Route 5 south of San Juan Capistrano to Route 101 near El Rio.
- (b) Route 101 at Emma Wood State Beach, 1.3 miles north of Route 33, to Route 101, 2.8 miles south of the Ventura-Santa Barbara county line at Mobil Pier Undercrossing.
- (c) Route 101 near Las Cruces to Route 101 in Pismo Beach via the vicinity of Lompoc, Vandenberg Air Force Base, and Guadalupe.
- (d) Route 101 in San Luis Obispo to Route 280 south of San Francisco along the coast via Cambria, San Simeon, and Santa Cruz.
- (e) Route 280 near the south boundary of the City and County of San Francisco to Route 101 near the approach to the Golden Gate Bridge in San Francisco.
- (f) Route 101 near the southern end of Marin Peninsula to Route 101 near Leggett via the coast route through Jenner and Westport.

12-8 ORA 1 Copper Lantern Street to Blue Lantern Street.
12-9 Map Item No. 12-9 eliminated.

261 is from Route 5 near the border of the Cities of Tustin and Irvine to Route 231.

12-10 ORA 261 From SR-241/SR-261 IC to Walnut Avenue.
12-10 ORA 261 From Walnut Avenue/SR-261 IC to I-5/SR-261 IC.

91 is from Route 1 near Hermosa Beach to Route 215 in Riverside via Santa Ana Canyon.

Toll road opened and State owned.
Adopted 12.6 miles on 7/9/93 and 7.5 miles opened and FETCA operated.

Tollroad under construction.
FETCA will operate it as a toll facility.

Currently in the environmental process Record of Determination is 9/1999. Construction completed 7/2003 and State will own, operate as a toll facility under FETCA.

See Remarks 1999
See Remarks 2003
See Remarks 1999
No plans.

See Remarks 1999
See Remarks 1999
Unknown
No plans.

Caltrans evaluating adoption of Couplet based on request by City of Dana Point.

In 1999, construction will be complete, and State will own, FETCA will operate.

State will own, FETCA will operate.

TRAVERSABLE HIGHWAYS
NOT YET ADOPTED AS STATE HIGHWAYS

MAP ITEM NO.	COUNTY	RTE	LIMITS AND DESCRIPTION OF THE EXISTING TRAVERSABLE HIGHWAY	CATEGORY	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
12-11 ORA	91	From Riverside County line to SR-91/SR-55 IC.	4	11.0	1931	1959		See Remarks	2025	AB 680 Privatization Tollroad, Constructed 1996, operated and maintained by Private Corp. Will be owned, operated and maintained by State in 2025.
		Total					72.1			

[] mileage not included in total.

[22.3]

A - 36

APPENDIX B

CATEGORIES OF
STATE HIGHWAY ROUTES
NOT YET MAINTAINED
BY THE STATE

CATEGORIES OF STATE HIGHWAY ROUTES NOT YET MAINTAINED BY THE STATE

1. The traversable highway is adequate and state assumption of maintenance is expected within the year.
2. The traversable highway is inadequate or nonexistent, but a project is included in the current STIP, RTIP, or other capital budget and state assumption of maintenance is expected within five years.
3. The traversable highway is inadequate or nonexistent, but project studies are scheduled within five years so state assumption of maintenance is a possibility within the next ten years.
4. The traversable highway is inadequate or nonexistent and no project studies are planned within five years so state assumption of maintenance is very unlikely in the next ten years.

APPENDIX C

LAWS RELATING TO
TRAVERSABLE HIGHWAYS

LAWS RELATING TO TRAVERSABLE HIGHWAYS

Traversable Highways

81. Except as is provided in Section 2109, whenever there exists between the termini of, and approximately on, any route included in the state highway system a traversable highway, the commission shall adopt the same as the state highway between such termini. The commission may adopt a portion of any such road if it determines that such portion is constructed to adequate standards and if such portion is contiguous to a portion of the state highway system presently being maintained by the department. If more than one such traversable highway exists, the commission shall determine and designate which of such highways shall constitute the state highway. The traversable highways thus selected and adopted shall be state highways in all respects the same as if originally constructed or acquired by the state, subject to all laws applicable to state highways. All acts and actions of the commission and the department with respect to the taking over and maintenance of such highways heretofore taken are hereby approved and ratified.

Notice of Action

82. Whenever a traversable highway is adopted as a state highway as provided in Section 81, written notice of such action shall be given to the board of supervisors of each county and to the city council of each city within which such highway or any portion thereof is located. The filing of a certified copy of the resolution or order of the commission with the local authority shall be a sufficient notice of the action of the commission.

Highway Right of Way

83. Any public street or highway or portion thereof which is within the boundaries of a state highway, including a traversable highway adopted or designated as a state highway, shall constitute a part of the right of way of such state highway without compensation being paid therefor, and the department shall have jurisdiction thereover and responsibility for the maintenance thereof.

Duty to Improve and Maintain Highways

91. The department shall improve and maintain the state highways, including all traversable highways which have been adopted or designated as state highways by the commission, as provided in this code.

Authority Generally

92. The department may do any act necessary, convenient or proper for the construction, improvement, maintenance or use of all highways which are under its jurisdiction, possession or control.

Maintenance of State Highways

2109. State highways shall be maintained, constructed, and improved out of the moneys received in the State Highway Account under Section 2108. Notwithstanding Section 81, the department is not required to maintain any route, or portion of a route, added after January 1, 1947, until it has been laid out and constructed as a state highway.

APPENDIX D

DEPUTY DIRECTIVE

DD-37

ADOPTION AND MAINTENANCE OF
TRAVERSABLE HIGHWAYS

D-1

DEPUTY DIRECTIVE

Number: DD-37

Refer to
Director's Policy: 08-Freeway System Management

Effective Date: 1-25-95

Supersedes: P&P 78-4

Title: Adoption and Maintenance of
Traversable Highways

POLICY

Caltrans maintains traversable highways adopted by the California Transportation Commission (CTC) using State highway funds as outlined in the Streets and Highways Code.

BACKGROUND/ DEFINITIONS

As outlined in Sections 81, 82, 83, 90, 91, 92 and 2109 of the Streets and Highways Code, when an entire route in the statutory State Highway System has been constructed to adequate standards to serve as a State highway, the CTC must adopt the constructed facility. If a portion of a route has been constructed to adequate standards and connects to an already maintained State highway, the CTC may adopt the constructed facility. In both cases, Caltrans must maintain that facility using State highway funds.

Traversable Highways - There are approximately 1,500 miles of State highway routes described in statute on which Caltrans does not maintain a physical facility. Most of these routes are traversable roads or streets being maintained at present by local agencies. These roads and streets are called "traversable highways" in the Streets and Highways Code.

Adequate Facility - An existing facility is defined as adequate if it provides an acceptable level of traffic service and if no restoration or major improvements are anticipated within 10 years.

RESPONSIBILITIES

District Directors:

- Monitor traversable highways; prepare an annual listing describing their status for possible assumption of maintenance; and submit the listing to the Highway System Information Program as outlined in the Caltrans Maintenance of Traversable Highways Procedures.
- Before entering into adoption negotiations with a local agency, obtain concurrence from the Highway System Information Program on the type and extent of improvements required.
- Notify the local agency of any deficiencies that must be corrected before adoption of the road and obtain a resolution committing the local agency to correct the deficiencies.

- Obtain concurrence from the local agency on adoption of the road as a State-maintained highway if the road meets State standards.
- Notify the local agency of CTC's adoption of the road in accordance with Section 82 of the Streets and Highways Code.

The Highway System Information Program Manager:

- Ensures the development, maintenance and distribution of the Caltrans Maintenance of Traversable Highways Procedures.
- Maintains a current status file of traversable routes which can be used by the Department to determine future needs.
- Prior to assuming maintenance of a route, initiates a joint review with representatives from the Districts, the Maintenance Program, the Traffic Operations Program, and the Office of Project Planning and Design to ensure that no restoration work is necessary and that the standards will reasonably satisfy State highway traffic requirements for the next 10 years.
- Notifies the District of any deficiencies which preclude State maintenance.
- Prepares joint letter of recommendation signed by all the affected Headquarters Programs and submits to the Chief Deputy Director for approval.
- Prepares report, route adoption map and recommendation to the Office of Project Planning and Design for submittal to CTC for route adoption.
- Notifies the concerned Headquarters Programs of any relevant CTC action if and when exchange will take place.
- Notifies the CTC of the Department's intent to assume maintenance of a route that has been previously adopted.

The State and Local Project Development Program Manager:

- Prepares appropriate resolution, maps and letters of recommendation to CTC as outlined in the Caltrans Project Development Procedures Manual.
- Notifies the appropriate Districts and Headquarters Programs of any relevant CTC action.

The Maintenance Program Manager, when maintenance responsibilities are assumed for a route, ensures that needed Maintenance expenditures (personnel years and dollars) are added to the budget for the current and following years.

The Budget Development Program Manager:

- Adjusts Maintenance allocations to reflect the increased workload.
- Requests the Department of Finance to adjust the spending limits and to advise the local agencies as required by the California Constitution, Article XIII B, Government Spending Limitation, adopted November 6, 1979.

APPLICABILITY

All Caltrans employees involved in the adoption and maintenance of traversable highways.



ALLAN H. HENDRIX
Deputy Director
Planning

APPENDIX E

MAP

DESIGNATED STATE HIGHWAYS

NOT YET MAINTAINED

BY THE STATE

APPENDIX E
1993 TRaversable Highway Report
DESIGNATED STATE HIGHWAYS
NOT YET MAINTAINED BY THE STATE

